Though the Titanic Had Gone Down Several Hours Before She Reached the Spot, 705 Persons Were Picked Up---Harrowing Scenes on Cunard Pier.

was not until several days after the Carpathla's docking, however, that the public learned of messages that the public learned of messages. It was 9:30 o'clock on the night of

that the public learned of messages which were sent by Mr. Ismay to General Manager Franklin in New York. They were addressed: "Isle-Frank, N. T.," the code address of Mr. Franklin, New York. It was little more than an and were signed "Yamsi," easily rec- hour before this that the news of the



J Bruce Ismay (on right) Leaving the Capitol With Vice-President Franklin of White Star Line. ognizable as Mr. Ismay's code signa-

Isle-Frank, N.Y. Think most unwise to keep Titanic crew until Saturday. Strongly urge detaining Cedric, sailing ber midnight, if desirable, YAMSI.

But the Cedric did not wait. She sailed at noon on Thursday, and Mr. Ismay was met on the Carpathia's decks with the demand that he appear before the Senate Investigating Committee, His obvious desire to have the Cedric held until his arrival, suggested to the public mind another question to add to that over which there had been the greater speculation ever since it the greater speculation ever since it was learned that he was among the rescued. How had he come to be saved, and did he seek passage on the Cedric to avoid the investigation which he gun in this country? Mr. Ismay answered both of these questions after a hearing by the Senate Investigating Committee. He said:

Committee. He said;

I did want the Cedric held, as I was anxious to tranship to her immediately on my arrival and go to England, where I am very much needed at present, said he. I was also anxious that the recent and the extra the extr

The Senate investigation seemed to bother Mr. Ismay. He referred to it, in its treatment of him, as "brutally unfair," declaring:

"I cannot understand this Senatorial

nesses. On the contrary, questions intended to clarity involved meanings.

"Would you care to say anything regarding your eacape from the Titanie?"

Mr. Ismay was asked.

"Only this. That I have searched my mind and my conscience with the deep-est care. I have thought long over cach single incident that I could recall. Single incident that I could recall should not have done. My conscience is clear, and I have not been a lenient judge of my own acts. But I suppose there is nothing for me to do but remain silent for the present under the very severa and very unjust criticism to which I am being subjected just now.

"If I thought that in the slightest way I had done what I ought not to have done I would forfeit every happy moment in the future. I took my chance of escape-yes. It came to me, though; I did not seek it. As far as I knew, every woman and child on the Titanic had been sent off and cared for before I left in a lifeboat. And-what is more—every man within reach had been taken care of before I took my turn.

"And why shouldn't I take my turn.

"And why shouldn't I take my turn.

"And why shouldn't I take my turn?

Lord Mersey, Conducting the Titanic Court of Inquiry in London.

steamship's arrival, which had been a shoulder when the feat was accompredicted for 1 or 2 o'clock the next plished. The risk was taken and the parts of the United States, unprepared. almost so. rom uptown Seventh Avenue, asphalt-

lirect and rapid road to the pier. seemed as though all traffic was bound south along this thoroughfare. was slippery and wet, yet over it the skidding dangerously close, one to the ing car swayed sickeningly and brought ward the pier. up against the curbstone.

Automobiles filled the avenue almost mad rush along the Jericho Turnpike tion, and men and in the days of the famous Vanderbilt along the glistening streets, intent on Cup race, only now there were no gaining a way, and now there were no cheery tanic's survivors. calls from car to car.

and honked. Drivers took the same by curiosity, and, for them, the police but in evidence of preparation for chances which they had taken pre- had no kindly courtesy.

an emergency, white-jacketed doctors viously on Cup Day morning to twist Traffic in Fourteenth Street was bad- walked nervously around the pier. their racing vehicles around the bulk by confused by this arrangement, the Nusses in uniform were scattered about of the one ahead. But there were no only one which could be made. Cross—the outer edges of the crowd, and taken. The instant of brilliancy, like

the friends and relatives of the Titan- the cars felt that they were racing with c's survivors, who had come from all death, and in some instances it was

ed its whole length, afforded the most police lines had been formed which exthe Avenue and Fifteenth Street and It had been raining, and the asphalt turned westward through this thoroughfare. Fourteenth Street must be sacing autoists sped at high speed, now kept clear for the twenty or more ambalances, from all the hospitals of the other, now almost overturning as a fly- city, which were already speeding to-

Ninth Avenue elevated trains depos-It was like the old ute or so, at the Fourteenth Street sta women paddled vantage-point where they came to give aid to those who had suf- None dared say what the arrival of The sirens and horns tooted, shricked fered. A great majority were spurred the Carpathia might bring forth,

Baruch, Charles Holzderber, and long box. Surveyor Henry assigned the use of this committee.

J. Bruce Ismay.

William Alder

TITANIC INVESTIGATIONS HERE AND ABROAD

were properly identified and registered.

The throng inside the pler was man wept silently and steadily while som were continually pushing in betthe erowd stood in anxious silence. It neath the covered pier and more autogrew to be 9:10 o'clock-fifteen, twenty mobiles continually deposited their passengers in front of it. perfect order, though the watchers fairly quivered with expectancy, the tense showing in the faces of men and womer

It was approximately 6:10 o'clock when the Carpathia was sighted off

The big vessel was proceeding slowly omen of what her arrival at the pler was to reveal. She was delayed only an instant at Quarantine and then bethe gan her slow passage through the shipat Fourteenth Street.

Sho passed the Statue of Liberty at 7:50 o'clock, and at 8:10 was off the Cup race, only now there were no gaining a vantage-point where they dawning rays of morning to light the might witness the arrival of the Tithrough the forest of shipping which rose on each side of the river.

Behind her followed a tug on which

the Cunard Line were opened and they culminated in a mighty shrick, through them the waiting hundreds, almost frantic with anxiety over what the Carpathia might reveal, watched ter hand, her as with nerve-destroying leisure. In the roaring volume, the shriller was dark in the river, but the lowering of the boats could be seen from

past, and, finally, half past nine.

of Pier 51 were closed, that the Car-pathia might land there, but through looming larger and larger in the dark- fixed eyes hopelessly about them. alongside the pier.

suspense of which was almost too much certainty at last, that those for whom they watched would never come ashore.

There was almost complete slience were photographers and at intervals of on the pier. Doctors and nurses, memonly instants there were loud reports bers of the Women's Relief Committee, followed by bursts of brilliant light as City and Government officials, as well The instant of brilliancy, like ly about. Seated where they had been boasting shouts thrown backward over town cars were halted at Tenth Avenue against the walls of the pler rested that afforded by a flash of lightning, assigned beneath the big customs let-

The Senate Titanic Committee in Session. Fourth Officer Boxhall Testifying. 1. Boxhall. 2. Vice-Prez. Franklin of White Star Line. Senator Smith Chairman.) Major Peuchen, a Survivor. 5. Mrs. Peuchen. 6. J. Bruce Ismay.

ters corresponding to the initials of the names of survivors they came to meet, was the mass of the 2,000 on the pier Women wept, but they wept quietly, not hysterically, and the sound of their sobs made many times less noise than the hum and bustle which is usual on the pier among those awaiting an incoming liner.

Then the Carpathia was made fast, the gangplanks shot into place, and from the forward one walked a sailor dressed completely in yellow ollskins.

About each gangplank a portable fence had been put in place marking off some 50 feet of the pier, within which stood 100 or more customs officials. Next to the fence, crowded close against it, were anxious men and women, their gaze strained for a glance of the first from the ship, their mouths opened to draw their breaths in spasmodic, quivering gasps, their very bodies shaking with suppressed excitement, excitement which only the suspense itself was keeping in subjection.

The sailor hurried outside the fence

and disappeared, apparently on a mis-sion for his company. There was a deep drawn sigh as he walked away, shaking his head sadly toward those who peered eagerly at him. Then came a man and a woman of the Carpathia's own passengers, as their orderly dress showed them to be.

Again a sigh that was like a sol swept over the crowd and again the staring eyes turned back to the gangplank, a canopied structure like those which are used at weddings.

Several minutes had passed already and then a woman, the dress she wore obviously patched up from contribu-tions of the Carpathia's passengers, her face red from weeping, her eyes start-ing almost from her head with the eagerness with which she stared for a known face, started down the gang-plank, stopped, perplexed, almost rendy

to drop with terror and exhaustion, and was caught by a customs official. "A survivor?" he questioned rapidly,

crowd. Its cadences, wild and The ports in the big inclosed pier of grew steadily louder and louder till

she swung about in the river, dropping cries of women could be distinguished overboard the Titanic's lifeboats. It above the heavy sobbing of men. No other sound was audible, companiment of the terrible chorus the Carpathia's pier and a deep sigh the woman was led from the inclosure, caught this first glimpse of semething who threw his arms about her, his associated with the Titanic. Then the Carpathia started for her to greet her with a voice that broke

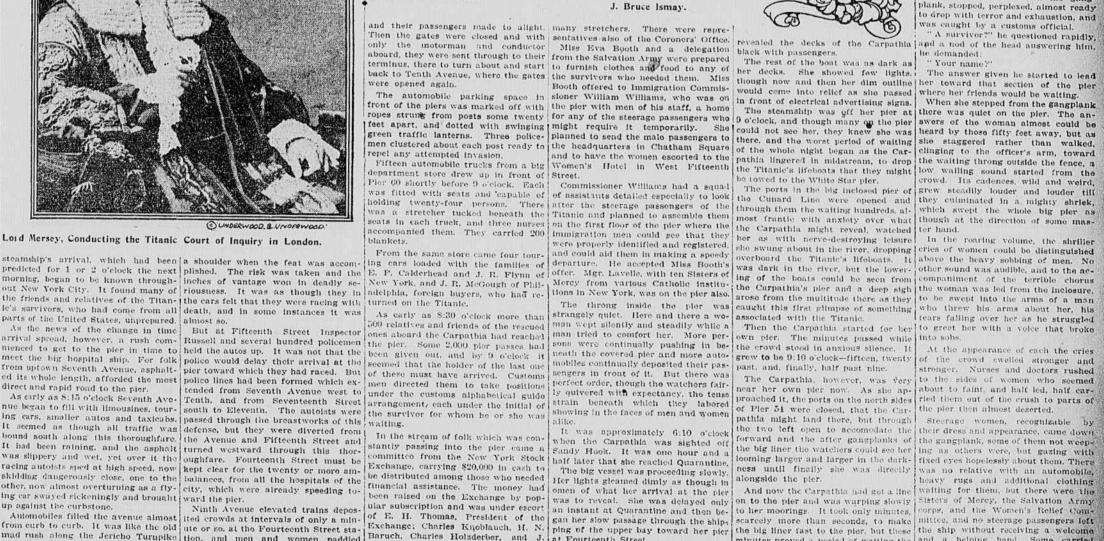
At the appearance of each the cries of the crowd swelled stronger and stronger. Nurses and doctors rushed The Carpathia, however, was very to the sides of women who seemed about to faint, and half led, half car-

near her own pier now. As she ap-proached it, the ports on the north sides ried them out of the crush to parts of the pier then almost deserted. Steerage women, recognizable by the two left open to accompdate the their dress and appearance, came down forward and the after gangplanks of the gangplank, some of them not weepthe big liner the watchers could see her ing as others were, but gazing with ness until finally she was directly was no relative with an automobile,

heavy rugs and additional clothing And now the Carpathia had got a line waiting for them, but there were the on to the pier and was warping slowly Sisters of Mercy, the Salvation Army to her moorings. It took only minutes, corps, and the Women's Relief Comscarcely more than seconds, to make mittee, and no steerage passengers left the big liner fast to the pier, but these the ship without receiving a welcome minutes proved a period of waiting the and a helping hand. Some carried pables in their arms, babies who gazed for the hundreds gathered to greet about them, and even crowed or chuck-friends and relatives or to learn, with led as weeping mothers carried them down to the pier.

Mrs. Lucian B. Smith, the bride of a tew weeks, who was forced to sit help ess in a lifeboat while she watched the Titanic carry her husband to his death as one of the first off the ship. father, Congressman Hughes of Vir

ginla, was waiting for her,



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